

A BRIEF HISTORY OF THE ORWICK ENGINES

In the beginning of the "Thirties," or perhaps even earlier, a southern California gentleman, known as Henry Orwick, dabbled with two-cycle, ignition, model engines. By the mid and late "Thirties," Henry had machined a few engines of his own in his garage-shop. He continued limited custom work into the "Forties." About 1945, a .64 cubic inch displacement engine was developed, and production expanded beyond Henry's garage. Although earlier he had produced a .73 engine, and later .23, .29 and .32 ignition engines, the .64 was the engine that made the fame of Henry Orwick.

The Orwick engines were eminently successful. Unfortunately, Henry's business partnerships did not achieve the same results. Add to that the new-technology, glow-plug engines of the late "Forties," and one can well imagine the decline of the Orwick ignition engines. Although Henry built a few glow-plug versions of his engines (.29 and .32), his zenith had passed. Nevertheless, it's nice to note that Orwick ignition engines still had significant popularity until his demise in 1955.

Unquestionably, in the story of ignition model engines, the Orwick is truly remarkable. Should you desire a few more particulars about the history of the Orwick engines, it is suggested that you contact the Model Museum, 1265 Yates, Denver, Colorado, 80204.

REPLICA ORWICK ENGINES

A natural question might be, "Just why did we produce these engines?" Well, we're not absolutely sure.... It was an evolutionary thing. We both always wanted to build an engine from scratch. We had discussed a joint venture, and after some months of casual give and take, the concept became, "How about building a replica engine?" The answer seemed to be, "Well, why not!" From there, it wasn't long before the realization that the Orwick engines were landmarks. They were unique, powerful for their time, and they had what can only be called a mystique or charisma about them.

Once the basic decision was made, our goal became: To produce quality replicas, as exact as reasonably feasible, that would be both attractive and operationally sound. In the process, there were often temptations to make some minor deviations that would either improve performance or facilitate manufacturing. The state of the art in Henry Orwick's time was far short of what it is today. However, the shortcuts and improvements were resisted. The meaning of replica was maintained throughout.

All of the parts of the engines are replicas of those made by Henry Orwick. In this regard, wherever feasible, we have stamped our parts with a small "K&M" to facilitate identification. Additionally, each engine has been serialized on the backplate similar to the original Orwicks. However, we have used the following coding: The first character is an "R" which means replica. The next two

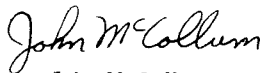
digits indicate the engine displacement, and the last three show production sequence. Thus, .64 engines are marked R64001, R64002 etc. There are two exceptions to this rule. One engine of each displacement is marked R__00K, and the other R__00M. These are our personal engines. Similarly, the engine case is marked with your engine number.

We trust that you will enjoy your replica Orwick, whether it be for Society of Antique Modeler activity, or as an addition to your engine collection.

Best wishes,

A handwritten signature in black ink, appearing to read 'Joe Klause', with a long horizontal flourish extending to the right.

Joe Klause

A handwritten signature in black ink, appearing to read 'John McCollum', written in a cursive style.

John McCollum

August, 1983